IN THE CLAIMS:

Please cancel claims 5 and 12.

Please amend claims 1, 6, 9, 13, 18 and 20-24 as follows:

1. (Twice Amended) A method for transmitting the location of a vehicle to a location remote from the vehicle comprising the steps of:

a) determining a location of the vehicle relative to a road network defined as a first location;

b) determining a change in the location of the vehicle relative to the road network defined as a second location wherein a third location is arranged between the first and second locations; and

c) automatically communicating the location of the vehicle to the remote location based upon said change in location including communicating the first location at a first frequency, suppressing communication of the third location, and communicating the second location at a second frequency.

6. (Amended) The method of claim 1 wherein the first and second frequencies are different.

9. (Twice Amended) An apparatus for a navigation system for transmitting the location of a vehicle to a location remote from the vehicle, the apparatus comprising:

at least one position determining device for providing a vehicle location signal;

a database having a map database with a road network;

a processor interconnected to said at least one positioning device and said database for determining the location of the vehicle relative to said map;

a transmitter for producing a transmission signal to the remote location having the location of the vehicle;

a trigger device for triggering said transmission signal, wherein said triggering device determines a location of the vehicle relative to said road network defined as a first location and determines a change in the location of the vehicle relative to said road network defined as a second location, and said trigger device automatically commands said transmitter to produce said transmission signal based upon the change in location, wherein a third location is arranged between the first and second locations, and said trigger device communicates the first location at a first frequency, suppressing communication of the third location, and communicates the second location at a second frequency.

13. (Amended) The apparatus of claim 9 wherein the first and second frequencies are different.

18. (Amended) A method for transmitting the location to a location remote from the vehicle comprising the steps of:

a) determining a location of the vehicle relative to a road network defined as a first location;

b) determining a new location of the vehicle relative to the road network defined as a second location;

c) automatically communicating the first location of the vehicle to the remote location at a first frequency; and

d) automatically communicating the second location of the vehicle to the remote location at a second frequency different from the first frequency, wherein the first location is a freeway and the second location is a residential street, wherein the first frequency is less than the second frequency.

20. (Amended) A method for transmitting the location to a location remote from the vehicle comprising the steps of:

a) determining a location of the vehicle relative to a road network defined as a first location;

b) determining a new location of the vehicle relative to the road network defined as a second location;

c) automatically communicating the first location of the vehicle to the remote location at a first frequency; and

d) automatically communicating the second location of the vehicle to the remote location at a second frequency different from the first frequency, wherein the first location is a high traffic road and the second location is a low traffic road, wherein the first frequency is less than the second frequency.

21. (Twice Amended) A method for transmitting the location to a location remote from the vehicle comprising the steps of:

a) determining a location of the vehicle relative to a road network defined as a first location;

b) determining a new location of the vehicle relative to the road network defined as a second location;

c) automatically communicating the first location of the vehicle to the remote location at a first frequency; and

d) automatically communicating the second location of the vehicle to the remote location at a second frequency different from the first frequency, wherein the first location is part of a dense road network and the second location is part of a sparse road network wherein the first frequency is greater than the second frequency.

22. (Twice Amended) A method for transmitting the location to a location remote from the vehicle comprising the steps of:

a) determining a location of the vehicle relative to a road network defined as a first location;

b) determining a new location of the vehicle relative to the road network defined as a second location;

c) automatically communicating the first location of the vehicle to the remote location at a first frequency; and

d) automatically communicating the second location of the vehicle to the remote location at a second frequency different from the first frequency, wherein the first and second locations have first and second speed limits, respectively, with the first speed limit being greater than the second speed limit, wherein the first frequency is less than the second frequency.

23. (Amended) The method of claim 1 wherein the frequencies define a data transmission interval.

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24. (Amended) The apparatus of claim 9 wherein said frequencies define a date transmission interval.